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Bureau of Business and
Economic Research

Oregon Business Review

Vol. VII DECEMBER 1948 No. 12

Continued Growth of Highway Trucking Predicted*

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This paper deals with the past growth of the over-the-road trucking industry in Oregon and its future development. It is based on trends in truck registrations since 1923, the year in which such registrations were first compiled separately from automobiles, and on the results of a questionaire sent to 235 trucking companies in all parts of the state. The questionnaire sought to obtain, from commercial owners and operators, estimates as to the future growth of their separate companies, as well as figures showing their growth in the past. There were also questions seeking information in trends in truck sizes and types and concerning the number presently on order.

A comparison of miles of surfaced roads under Oregon State Highway Commission control in 1923 and in 1945 with the number of trucks registered in the same years shows a very much greater increase in vehicle registration than highway extension. In 1923 Oregon had 4,340 miles of highway and 13,437 trucks. By 1945, the total highway mileage had increased to 7,088, and the number of trucks had increased to 48,993. There was a 63 per cent increase in highway mileage and a 265 per cent increase in the number of trucks during the twenty-five year period. Passenger cars increased 142 per cent—from 152,975 to 370,687. Moreover, truck load limits and truck lengths, widths, and heights have increased, and the use of large freight trailers has increased manyfold. Trucks are also used more constantly; interstate companies operate "round the clock" and night schedules are common. Automobiles and trucks now travel at a speed two and three times that of 1923. These speed and dimension changes necessitate wider lanes and more of them, gentler turns, and less-steep grades.

There is a tendency toward the use of larger units for over-the-road hauling. Table 1 shows that the past trend of increased employment of larger-sized carrying units may be expected to continue in the future. This tendency will "snowball" the difficulties in traveling Oregon's highways if the roads do not

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*Prepared under the supervision of Charles F. Ziebarth, associate professor of business administration, University of Oregon, for the Oregon Legislature's Interim Committee for the Study of Highway, Road and Street Needs, Revenue and Taxation.

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1949 Business Prospects of State Of Oregon Surveyed

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Forecasting economic activity in Oregon is easier than in many other states, because Oregon's economy is relatively simple. Lumber and agriculture are our two pivotal industries; to a great extent, other lines of business are correlated with the fortunes of these two primary income producers. Therefore, the task of analyzing the economic outlook for Oregon consists principally of considering the probable results of the interaction of favorable and unfavorable factors affecting lumber and agriculture.

The degree of prosperity enjoyed by these two basic industries is largely the result of market conditions outside of the state, since most of the lumber and much of the agricultural products of Oregon are consumed elsewhere. Although the logical inference from this proposition is that the proper way of appraising the outlook for Oregon is to analyze carefully factors determining the level of national business activity, this will not be done here. However, a few comments on the national picture must be included.

The level of business activity for the United States as a whole depends upon a large number of factors, some of them being: money supply, consumer attitudes on spending or hoarding money, interest rates, investment in new plant facilities, and cost-price relationships. Twenty years ago any discussion of these factors would have omitted extensive reference to government policy. Today both the expenditures and the taxes of the Federal and local governments must be regarded as an important part of the economic activity of our nation and must be given considerable attention in any comprehensive analysis. The American public appears to have decided that one of the Federal government's responsibilities is that of maintaining employment, industrial output, and prices of agricultural products above some undefined minimum; this may greatly affect the volume of purchases made by the government in times of depression.

The assumption is made in this paper that there will be neither a war nor a marked easing of international political tensions during 1949; and, furthermore, that the Federal government will not pursue

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Oregon Business Review

VOL. VII EUGENE, OREGON, DECEMBER 1948 NO. 12

Bureau of Business Research, School of Business Administration
University of Oregon
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Published monthly. Entered as second-class matter, August 10, 1948, at the postoffice at Eugene, Oregon, under the act of August 24, 1912.

1949 Business Prospects of State Of Oregon Surveyed

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policies which, inadvertently or otherwise, will tend toward deflation in 1949. This means assuming for 1949 no constriction in the supply of money; no sharp increase in interest rates, but probably a continuing firming; a diminishing rate of production of capital goods, which will be offset in part by an expansion of public works at the local level and by the European Recovery Program and armed-services expansion at the Federal level; and no drastically unfavorable developments in cost-price relationships. The probable course of general prices, for the United States as a whole, during the early part of the year will probably be stable, although the direction of some individual prices may be upward. The likelihood is also for high employment; high consumer income, but probably no increase in that portion of family income available for discretionary expenditures (that is, total family income minus taxes and the subsistence cost of living); and a reduction of profits in some fields. This will mean an increase in competition, the return of seasonal fluctuations, and a definite end of the sellers' market, although high employment and physical output will continue.[1]

General Problems. What are some of the economic problems not directly connected with any particular industry that face the state of Oregon at the close of 1948? The first problem of this sort is whether or not jobs will increase sufficiently rapidly to absorb the rising number of people who will want them. The origin of this problem is the rapid growth of Oregon's population. At the present moment the problem is potential rather than actual, since there is now no widespread lack of opportunities for employment. The second major problem is an adequate volume of housing, especially outside of the metropolitan district. At the time of writing, nearly two-thirds of the small number of unemployed workers in the state are in Portland. Yet there are permanent jobs available in many parts of the state, but insufficient available housing at these points to accommodate workers. We have consequently at the same time small surpluses of workers at some points —especially Portland—and a lack at others. The third major economic problem is the impossibility of substantially increasing the amount of power during 1949, with the result that new industries that might otherwise begin operations will be unable to do so.

[1] One competent forecaster expects a reduction in the Federal Reserve Index of Industrial Production from the present 190 to a level between 182 and 185.

Lumber. The immediate outlook for the lumber industry is not optimistic. Downward price, output, and profit readjustments are occurring at the present time. Nevertheless, no drastic contraction in output seems likely. However, winter shutdowns will again become normal in the industry.

The favorable factors in the outlook for lumber are several. The need for additional housing is acute. Even the most-cursory observation of the way a rather large proportion of our population is housed shows the absolute need in this field. Industrial, commercial, and farm construction also utilize lumber, and the unsatisfied demand in these fields is still great. Consumer income will remain at a high level in 1949. (It is doubtful, however, whether that part of consumer income which is available for the purchase of housing will be adequate to maintain the 1948 rate of residential construction through 1949.) A further favorable factor is the rapid growth of the western market because of the great increases in population; a larger proportion of western lumber is being consumed on the Pacific Coast.

The unfavorable factors are more-serious threats to the price structure than to output. The recent high price of lumber resulted in considerable instability in the lumber market and a great deal of apprehension about the future. The price of lumber spurted upward in the spring of 1948, but the market became unsettled prior to the waterfront strike in the fall. At the time of writing, production has fallen off moderately, yet orders for lumber have declined more rapidly and mill inventories have risen substantially. Wholesale (but not retail) prices of all items of lumber manufacture, including plywood, are soft. Just why the eastern lumber yards are letting their stocks run down is not clear, but they probably anticipate still lower prices. They are becoming increasingly demanding in the exact dimensions they will accept when buying from local mills or wholesalers. Another result of the high price of lumber is the growth in the use of other building materials. In the last year or so pumice and concrete blocks have been used with increasing frequency for residential and light industrial construction in the very heart of the lumber-producing region.

The continuance of rent control on old residential units discourages some additional new construction. People who have bargains in rented quarters will probably remain in them, especially since high prices reduce considerably the amount of money that present tenants can place in housing.

A final factor is that some producers, mostly small producers, are going to find it impossible to secure logs at some time in the future. Probably this will not be a seriously restricting factor in the first part of 1949, but the day when sawmills must have an assured supply of logs is going to be here soon. Some of the recently fantastic prices paid for timber have been paid by operators who were in desperate straits for logs.

It should be pointed out that these unfavorable factors, with the exception of the threat of lack of supply of logs for small mills, may be expected to result in a downward adjustment of the price of lumber.

Any material drop in the price of lumber would appear to place many high-cost mills in a position where their costs would exceed their revenues, with the result that production and employment would decline. There are already reports of many small, high-cost mills closing down; many more will be forced to undergo financial reorganization because of an over-inventoried position in logs. However, any drastic fall in the price of lumber will be associated with a decline in the price of timber (this is already happening), and this will sufficiently reduce costs so that the curtailment of production will not be as great as might at first appear to be predictable. In fact, a drop in the price of lumber will mean not only lower prices for timber, but also lower profits, and these two results will soften the tendency of lower lumber prices to curtail production and employment.

Agriculture. It is too early to say much about the Oregon agricultural outlook for 1949. The present government price-support program will continue throughout 1949, so that some elements of uncertainty are removed for the crops affected. However, the present government forecast is that 1949 will be the third year of shrinking real net income for American agriculture. This could be altered by an increase in exports of agricultural products.

The acreage devoted to fruits and nuts does not alter greatly from year to year, although the size of the crops and the prices received do fluctuate markedly. Comparisons between 1947 and 1948 for some of these products may give a hint as to the 1949 situation. Oregon's apple production was 2,785,000 bushels in 1948, slightly smaller than either the 1947 production (2,864,000) or a ten-year average (2,925,000). Prices were in the neighborhood of 20 per cent higher this year than last, so that the trend is favorable for the grower. The pear picture is quite different. Although the total 1948 western pear production was off 13 per cent from the ten-year average, the Oregon crop was above the ten-year average (1948, 4,679,000 bushels; 1937-46 average, 4,134,000). But, unlike apples, 1948 pear prices are from 10 to 15 per cent lower than a year ago—in spite of an unusually heavy crop in 1947. Filbert prices in 1948 are unsatisfactory, and there does not appear to be much reason to anticipate an improvement.

A special problem exists for wheat, which is by far the most-important crop of eastern Oregon. That part of the Pacific Northwest wheat crop which is not consumed in the western market is normally exported either as wheat or flour. The 1948 harvest of Oregon wheat has been bountiful. Heavy export shipments are needed if the wheat is to be cleared out of the country elevators. Foreign customers, especially India, have been available to buy the wheat; but the maritime strike prevented these sales from being made during the fall and early winter of 1948, with the result that the wheat-storage facilities cannot be cleared of the 1948 harvest in time to take care of the 1949 harvest.

Mention may well be made of the Oregon Wheat Commission. This agency was established by the 1947 Legislature at the request of the wheat farmers of eastern Oregon, who asked that they be taxed one-half cent per bushel on all grain sold through commercial channels for its support. The purpose of the commission is to investigate and consider new markets and uses for Pacific Northwest soft wheat. The assumption apparently is that Federal aid cannot last forever, and the Oregon wheat farmer wants to be prepared when government price support ends. Such a development will not occur in 1949, but the foresightedness of the Oregon wheat farmer is to be commended.

Tourist Industry. Although not as large as either agriculture or lumber, the tourist industry is one of very considerable importance to Oregon. The fortunes of the industry vary with the amount of consumer income available for discretionary expenditures. Vacationing is largely a luxury item which can be curtailed when consumers' necessary expenditures creep too closely upon their total income.

The year 1947 was an excellent tourist year; 1948 was off considerably. Apparently there were fewer tourists in 1948 than in 1947, and they were not so free in their spending. Yet 1948 was probably twice as large a tourist year as 1940. The slackening in 1948 was not peculiar to Oregon, but was experienced by most resort areas. The apparent cause was the decline in the amount of money people had to spend on vacations.

The prospects are that people will have little, if any, more money to spend on vacations in 1949 than in 1948. This does not mean that Oregon can do nothing to improve the revenues of the industry. An expansion of advertising, improvement of facilities, and advice to tourists about local attractions so that they will stay longer are three steps that can be taken to improve the receipts of the Oregon tourist industry.

Employment. There seems to be no reason for pessimism about the volume of employment in the first half of 1949. The following table prepared by the Oregon State Unemployment Compensation Commission shows recent employment trends, which

ESTIMATED NONAGRICULTURAL EMPLOYMENT

Industry	*Oct. 1948*	*March 1948*	*Oct. 1947*	*March 1947*
Mining	1,400	1,300	1,400	1,200
Construction	26,700	20,400	25,000	20,700
Manufacturing	(145,000)	(128,200)	(137,600)	(125,800)
Food processing	20,800	13,000	22,200	13,900
Lumber	83,000	75,300	75,600	69,500
Textiles	5,700	5,600	5,500	6,300
Furniture	3,600	3,800	3,700	3,400
Paper	5,300	5,200	5,200	4,800
Primary metals	3,300	3,200	3,100	3,300
Machinery	5,300	4,800	4,400	4,800
Transp. equipment	2,500	2,300	2,300	5,200
Other mfg.	15,900	15,000	15,600	14,600
Transportation, communication & public utilities	48,200	48,800	49,600	46,900
Trade	99,100	91,900	95,900	89,700
Finance, insurance & real estate	13,400	13,000	12,800	12,500
Service	43,200	43,100	44,400	43,700
Government	59,500	59,000	59,000	56,500
Total	436,900	405,700	425,700	397,000

will probably continue over the next six months—except that it does not seem reasonable for employment in the lumber industry to increase at the rapid rate it has experienced during the past year and a half.

Summary. There seems to be little reason to expect a contraction in the volume of business activity in the first part of 1949. The expansion of manufacturing activity is definitely limited by lack of power. The continued increase in population may well result in some growth of the trade and service industries. The two basic industries of the state, lumber and agriculture, are faced with the prospect of sagging prices, even though prices of most manufactured articles and nonagricultural raw materials will be stable or slightly tighter. Obviously, Oregonians are not likely to be free spenders during 1949. There is no reason to anticipate a contraction in employment; actually, the growth of population may well result in an increased number of jobs.

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keep pace. Smaller trucks are being limited more and more to intracity delivery and to hauls to small-volume areas.

In 1942, 1946, and 1947 the Oregon State Highway Commission checked the average weight of trucks operating on the highways by means of two-week loadometer surveys. In 1942, 2,304 trucks were counted and 1,634 (71 per cent) of these were weighed; the average weight was 16,556 pounds. In 1946 the count was 2,755 and 1,102 (40 per cent) were weighed; the average weight showed an increase to 19,214 pounds. In 1947 the count was 3,582 trucks, of which 2,509 (70 per cent) were weighed; the average weight per vehicle was 15,772 pounds, a decline of 3,442 pounds from the 1946 average.

TABLE 1. TREND OF TRUCK SIZES

Truck Size	*Percentages 1946*	*Percentages 1948*	*Percentages 1952 (est.)**
1½ to 2 ton	53.8	48.5	45.4
3-ton	12.0	14.3	15.4
5-ton	11.4	13.5	12.9
10-ton and over	22.8	23.8	26.3

* Based on questionnaire.

All other things being equal, this would seem to indicate that the total number of trucks is now increasing at a greater rate than the volume of freight. However, the survey is not conclusive because of its limitations. The 1942 count (for a war year) cannot be given the same importance as the count for the other years. The period of approximately two weeks during which the surveys were conducted for each of the three years was so short as to be highly susceptible to the effects of temporary local conditions. Another factor which might result in inaccuracy is the varying percentage of trucks weighed in the different years. Furthermore, these surveys exclude night traffic, which handles the greater percentage of bulk freight. Operating records show that volume of freight has increased and is continuing to increase.

Unused equipment capacity is an important factor in truck use of the highways. Replies to the questionnaire indicate that a good deal of this waste is occurring; operators estimated that the average capacity currently utilized was approximately 43 per cent of the total available for round trips. The explanation for this is that Oregon has only one metropolitan area, Portland, *from* which a sufficient volume of freight is originated or reshipped to allow a high load factor. Carriers hauling within the state have no other terminal or producing area which will originate a volume sufficient for a high load factor on traffic *to* Portland.

One carrier reported that he operates eleven five-ton diesels with four-wheel trailers on "line haul." He estimated that, during 1947, on line haul of 48,059 tons of general freight, only 52.5 per cent of capacity was loaded. By increasing the precentage to 75 (assuming 100 per cent completely impractical if not impossible for scheduled operation), he could have hauled almost 68,656 tons with his equipment, or could have hauled the 1947 volume with eight instead of eleven multiple units.

Registrations of both commercial and farm trucks have been increasing steadily every year since 1934, with the exception of 1938 and 1942. The postwar period is showing by far the highest rates of gain in the history of highway transportation. When war production sharply curtailed the output of civilian goods, there was a period during which wornout or wrecked trucks were replaced at only 40 per cent of the normal rate. As a result, Oregon truck registrations actually decreased 283 in 1942. In the remaining war years, however, registrations increased, though at a lower rate than the 1,883 average for the six prewar years.

There was an increase in registrations of 1,012 in 1943, 2,337 in 1944, and 2,737 in 1945. Truck production had been reconverted by 1946, and that year the increase was almost 10,000. By the end of 1947, the number of trucks on Oregon's highways stood at 69,849, a gain of 11,113 over 1946.

Commercial operators expect by the end of 1948 an increase of 19.9 per cent in the number of trucks over the 1947 total. Farm vehicles can be expected to increase proportionately, since they comprise a fairly constant one-third of total trucks.

The operators forecast a 1952 total of 104,713 trucks, which would involve an average yearly increase between 1948 and 1952 of 6,984. The operator's ten-year forecast is about 168,500 trucks in 1958.

TABLE 2. YEARLY CHANGES IN RELATIONSHIP OF POPULATION AND NUMBER OF TRUCKS*

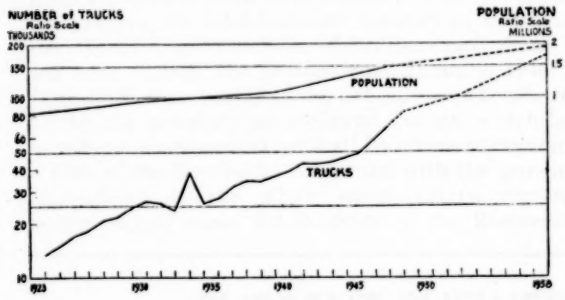
End of Year	*One Truck for Each*	*Yearly Decrease For the Period*
1923	59.5 persons	...
1930	46.2 persons	1.6
1940	28.1 persons	1.8
1945	27.8 persons	.06
1947	21.0 persons	3.4
1948†	17.8 persons	3.2

* Trailer figures included in truck registrations.
† Estimated for the end of 1948.

The number of trucks in Oregon has been growing at a much more-rapid rate than has the number of people. Estimates of the number of trucks in 1952 and in 1958 and of the population in the same years indicate that this trend will be continued. In 1923 there was one truck for each 59.5 persons, but trucks

increased in number so much more rapidly than did the population that in 1948 there was one truck for each 17.8 persons. Table 2 shows these relationships for certain years. This table indicates that the trend for truck numbers to increase more rapidly than population is increasing rather than leveling off, which makes it difficult if not impossible to determine the saturation point. It must be remembered that truck registrations include trailers. In 1945, the only year when trailer registrations were kept separately, trailers constituted 8.7 per cent of the trucks registered. It is probable that this truck-trailer ratio has increased somewhat since 1945. The number of persons per vehicle registered shown in Table 2 would therefore be somewhat greater if only trucks were considered.

COMPARISON OF NUMBER OF TRUCKS AND POPULATION IN OREGON—1923 TO 1948, ACTUAL FIGURES; 1948 TO 1958, PROJECTED



The last section of the questionnaire was devoted to owners' and operators' suggestions and desires. These merit attention. Fifty per cent of the owners and operators stated that they wanted and would ask the Legislature to raise the dimensional and weight limitations. These requests varied from a majority who wanted as least 100,000 pounds gross, 13-foot height, and 60-foot length to one company which would like to use seven-axle multiple units, with dual wheels on the front and power steering, to haul a maximum load of 144,000 pounds.

Although the operators naturally would like to haul larger loads, the majority indicated also that uniform limitations between states would be more than welcome.

As an argument in favor of heavier loads, one operator stated that private companies maintaining private roads claim the greatest road damage in heavy hauling is caused by excessive speeds rather than by the weight. He suggested that a reduction in speed limits would allow hauling of greater weights.

Realizing that the problem cannot be solved in a short period of time, some of the operators suggested the following as methods of alleviating the situation until permanent improvements are made:

(1) Providing third lanes for slow-moving traffic to relieve the congestion on steep grades.

(2) Widening and surfacing of shoulders on the high side of sharply "supered" turns which create a positive danger of capsizing to large slow-moving and often top-heavy trucks. Such widening would allow trucks to straddle the shoulder.

(3) Building occasional turnouts on steep hills so that vehicles can turn out for repairs or cooling without blocking traffic.

(4) Designating through truck routes in cities and towns where possible.

One operator believes that the definite traffic hazard of stalled automobiles could be reduced by a law requiring cars to carry flares and flags as trucks do.

Power Shortage Critical in Pacific Northwest*

While perhaps attracting less attention than the California experience, the Pacific Northwest is facing a probably more critical power problem than any comparable area in the West. This situation has arisen primarily from the rapid development of the electrometallurgical industry in that region and from the large prospective demand on the power supply to be expected from the requirements for irrigation pumping as the huge acreage of the Columbia Basin Project is gradually brought under cultivation. The demands of the defense industries during the next year or two will probably also put more pressure on the power supplies of the area.

Growing concern is being voiced in the Pacific Northwest over the narrow margin of available power reserves over demand. In a statement issued in January 1948, spokesmen for the leading privately owned electric utilities and city systems of the area pointed out that the power requirements of the Pacific Northwest already exceed the safe operating capacity of the generating facilities of the region. This statement emphasized the need for additional Federally owned generating capacity if the future industrial development of the area is not to be retarded. In fact, plans for the establishment of new factories in the lower Columbia River basin have had to be dropped or indefinitely postponed because the available supply of firm electric power in that region is barely sufficient for the needs of already existing plants.

This situation in the Pacific Northwest was characterized in the tenth annual report of the Bonneville Power Authority, issued in December 1947, as "a far cry" from the conditions of ten years ago, when the great dams on the Columbia River with their enormous electric power potential were regarded by many as "white elephants" for whose output no regional market could be developed. The problem at that time—one of finding markets—has given way to the problem of developing power output rapidly enough to keep up with the growth of demand. The temporary loss of heavy industrial power loads following shutdowns in the major war industries in the early postwar period was quickly made up as industry converted to a peacetime basis. The subsequent increase in demand from all sources—industrial, commercial, domestic, and rural—has absorbed the entire regional productive capacity of

*Reprinted from *Monthly Review*, Federal Reserve Bank, of San Francisco, Nov. 1948.

electric energy. Both the Bonneville Power Administration and the public and private utility managers agree that, even if presently approved Federal power projects in the Pacific Northwest are completed as rapidly as is physically possible, the generating capacity of the region will not catch up with expected power requirements until at least 1954.

Postwar demand for electric power has, if possible, been even more insistent in the Pacific Northwest than in California, while the limitations upon expansion of generating capacity have operated more severely in that area. Few significant additions to generating facilities have, in fact, been made in recent years by the privately owned utility systems of the Northwest. Although the Bonneville Power Authority has added three large generators to its Grand Coulee plant, it had to relinquish in 1946 the two 75,000 kilowatt units which had been diverted in 1943 from the Shasta plant of the Central Valley Project. On balance, the total installed capacity in Washington, Oregon, and northern Idaho increased about 10 per cent during the period from January 1946 to June 1948; nine-tenths of the net gain was accounted for by the installations at Grand Coulee, which has now been developed to one-half its ultimate capacity.

One of the drawbacks connected with the growing dependence of the whole northwestern regional power supply upon the facilities of the Bonneville Power Administration is the fact that the individual generators of this system are very large units, ranging in size from 50,000 to 108,000 kilowatts each. When it is necessary to make periodic overhaul or emergency repairs to one of these units, the resulting reduction in power output is correspondingly large.

The heavy draft on the power supplies of the Pacific Northwest made by the war-created metallurgical and chemical industries is probably not generally realized outside that region. The aluminum reduction plants, in particular, require huge quantities of electric energy, which the opportune installation of the publicly owned facilities at Bonneville and Grand Coulee in the early war years fortunately made available. Except during the fiscal year 1945-46, when some of these plants were closed down, the aluminum industry has taken well over half the energy output of the entire Bonneville system and currently represents from one-quarter to one-third of the total power load of the aggregate utility system, public and private, in Oregon and Washington.

Because of its concentration in a small group of highly mechanized plants, which employ a relatively small labor force and hence present only a minor employment problem, the aluminum reduction industry of the Pacific Northwest offers a ready opportunity for the adjustment of industrial power use to seasonal fluctuations in total demand and output.

CURRENT BUSINESS TRENDS IN OREGON

BANK DEBITS

Bank debits represent the dollar value of the checks drawn against individual deposits. Approximately 90 per cent of all goods, property, and services is paid for by check. Bank debits are regarded as indicators of the general trend of business, though their value for this purpose may be impaired by substantial changes in the level of prices. The Bureau of Business Research collects bank debits from 104 banks and branches monthly. On occasion, the totals for the same month in different issues of the *Review* are not directly comparable because of necessary adjustments in basic data.

Marketing Districts	*Number of Banks Reporting*	*Debits Oct. 1948*	*Debits Sept. 1948*	*Debits Oct. 1947*	*Oct. 1948 compared with Sept. 1948*	*Oct. 1948 compared with Oct. 1947*
Oregon	92	$988,704,157	$1,028,618,483	$984,479,469	− 3.88%	+ 0.43%
Portland (Portland, Hillsboro, Oregon City, etc.	27	601,464,323	616,285,981	613,977,113	− 2.41	− 2.04
Lower Willamette Valley (Salem, McMinnville, etc.)	10	78,000,700	81,686,616	74,917,941	− 4.52	+ 4.11
Upper Willamette Valley (Albany, Corvallis, Eugene, etc.)	12	97,200,463	107,137,212	92,474,580	− 9.28	+ 5.11
North Oregon Coast (Astoria, Tillamook, etc.)	4	21,505,552	24,671,501	24,213,138	−12.89	−11.19
Douglas, Coos Bay	4	21,817,907	26,263,613	20,508,285	−16.93	+ 6.38
Southern Oregon (Ashland, Medford, Grants Pass)	5	43,766,463	43,295,463	38,149,870	+ 1.08	+14.72
Upper Columbia River (The Dalles, Hood River, etc.)	7	19,710,039	21,508,092	20,096,252	− 8.36	− 1.93
Pendleton area	6	21,611,527	25,235,960	19,851,331	−14.36	+ 8.86
Central Oregon (Bend, Prineville, Redmond)	4	17,593,530	17,545,004	15,148,949	+ 0.28	+16.13
Klamath Falls, Lakeview area	4	33,244,300	32,081,631	32,821,541	+ 3.62	+ 1.28
Baker, La Grande area	6	21,918,693	21,685,514	21,371,987	+ 1.07	+ 2.55
Burns, Ontario, Nyssa	3	10,870,660	11,221,896	10,948,482	− 3.13	− 0.71

BUILDING PERMITS

Building permits give an indication of building operations planned rather than actual construction under way. Care must be taken, in interpreting these data, to allow for the lag which may elapse between the issuance of the permit and the beginning of actual construction. The data have been collected by the Bureau of Business Research.

	New Residential Oct. 1948	*New Nonresidential Oct. 1948*	*Additions, Alterations & Repairs Oct. 1948*	*Totals Oct. 1948*	*Totals Oct. 1947*	*Totals Sept. 1948*
Albany	$ 33,030	$ 3,800	$ 8,030	$ 44,860	$ 46,240	$ 157,420
Astoria	36,000	10,400	18,330	64,730	74,296	43,105
Baker	2,500	150	6,310	8,960	57,200	29,100
Bend	12,100	30,168	17,100	59,368	82,500	61,025
Coos Bay	30,000	28,200	9,725	67,925	70,499	208,821
Corvallis	62,000	1,700	16,750	80,450	215,750	109,080
Eugene	105,200	1,728,350	23,230	1,856,780	577,095	387,747
Grants Pass	40,055	158,201	5,425	203,681	68,926	238,140
Klamath Falls	23,000	27,200	43,195	93,395	70,445	68,844
La Grande	13,706	950	1,730	16,380	8,938	23,462
Medford	85,800	5,050	115,240	206,090	331,228	159,065
Oregon City	4,500	15,500	4,000	24,000	11,325	19,700
Pendleton	6,000	1,550	17,690	25,240	22,325	129,950
Portland	1,555,900	4,504,410	776,655	6,836,965	5,403,130	3,509,290
Salem	192,300	64,667	85,250	342,217	270,409	815,084
The Dalles	24,000	650	19,435	44,085	43,625	81,280
18 other communities	248,450	253,005	86,850	588,305	994,085	754,450
Totals	$2,474,535	$6,833,951	$1,254,945	$10,563,431	$8,348,016	$6,796,093